

IV.—*Brief Outlines of the most famous Journeys in and about Rupert's Land.*

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## A.

*Different Limits Assigned to Rupert's Land.*

(1) Sir George Simpson, in his evidence before the committee of the Imperial Parliament, claimed that Rupert's Land extended from Hudson Bay to the Rocky Mountains.

(2) It was claimed by others that the western boundary of Rupert's Land was a line from Deer Lake south, about 102° 30' W. longitude.

(3) Probably the most generally accepted definition of Rupert's Land, based upon the charter of the Hudson's Bay Company (1670), is the region whose waters flow into Hudson Bay, except so far as the old Province of Quebec entered this territory on its southern side.

The country lying to the west and north of Rupert's Land was divided into sections:—

(a) The territory drained by the rivers flowing into the Arctic Ocean, including therein the region of the Athabasca, Mackenzie and Coppermine Rivers.

(b) All the country lying on the west of the Rocky Mountains, between the Russian territory on the north and Columbia River on the south.

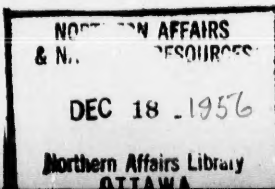
The wide expanse of country lying west and north of Rupert's Land was technically known as the "Indian Territories," and over this an exclusive fur-trading license was given to the Hudson's Bay Company by the Imperial Parliament, in 1821, for twenty-one years. This license was again renewed in 1838. The country lying to the west of the Rocky Mountains, reached by the Peace River, was, at times, called New Caledonia.

## B.

*Configuration of Rupert's Land and Indian Territories Favorable for Voyaging.*

Two main arteries lead from Hudson Bay to the interior:—

(1) The most northerly of these is by way of Churchill River, at the mouth of which stood, in early days, Prince of Wales Fort, with massive stone walls and fortifications. Down this river, which was also called English River, the Hudson's Bay Company, for many years, received the trade of the interior without even leaving the coast, the



Indian tribes bringing their furs to the mouth of the river on the bay. By canoe and portage Lake Athabasca was reached by this route, which gave immediate communication with Mackenzie River to the Arctic Sea; with Great Slave Lake and Great Fish or Back River to the north-east; and with Peace River to the west. This last river afforded a pass through the Rocky Mountains to New Caledonia, flowing as it does through the Rockies from their western side, and connecting there by portages with the Fraser and Columbia Rivers of the Pacific slope.

(2) The second avenue to Rupert's Land was, by leaving Hudson Bay at York Factory, ascending Nelson River, and reaching Lake Winnipeg, which has three great tributaries: (1) Winnipeg River, which bears toward the lake the waters of Lake of the Woods, Rainy Lake and River, and other streams from a point within forty miles of Lake Superior; (2) Red River, which runs from the very sources of the Mississippi northward and receives the Assiniboine, one of whose tributaries, the Souris, approaches the Missouri at its head waters, and whose main body comes hundreds of miles from the western prairies; (3) the Saskatchewan, the "mighty rapid river" as its name implies, which drains, with its two branches, above the forks, a vast country, reaching to the Rocky Mountains. The wide region thus drained, consisting of the three geological areas—the Laurentian, the Prairie country, and the Rocky Mountain and Pacific slope—owing to its numberless lakes and interlacing rivers, afforded, even in its wild and unimproved condition, wonderful means of communication for the explorer.

### C.

*The Fur-Trading Companies Promoted, sometimes for their own purposes, and at times for the advancement of geographical knowledge, the Exploration of this Domain.*

(1) The French fur-traders, to whom belongs the glory of exploring the Upper Lakes and the Mississippi, discovered, by way of Lake Superior, the Winnipeg River branch of this communication, and to them belongs the honour of finding, by this route, the Red, Assiniboine, Upper Missouri, and Saskatchewan Rivers, even to the Rocky Mountains.

(2) The original Hudson's Bay Company, leaving the sea, by the northern route and also by Nelson River, in 1774 established themselves on the Saskatchewan, and by the year 1800 held numerous points in Rupert's Land.

(3) The North-West Company of Montreal, which had, by its still independent traders, carried on trade from the Upper Lakes, even to Lake Athabasca, from the year 1766, became, in the year 1787, a strong company, so that, in a generation, its posts stretched from Montreal to Columbia River on the Pacific, and the men in its employ numbered five thousand.

(4) The X Y Company, or New North-West Company, to which belonged Sir Alexander Mackenzie and the Hon. Edward Ellice, was an offshoot of the North-West Company, and, beginning in 1796, it continued till 1804. It erected posts by the side of those of the North-West Company, so that, about the year 1800, there were points where a Hudson's Bay, a North-Wester, and an X Y Fort stood side by side.

(5) The Astor Fur Company of New York, begun in 1810, only lasted a few years,

but owing to the fort built by it, at the mouth of Columbia River, it did something of itself, and much more by the opposition it stirred up among the other companies, to encourage exploration.

(6) In 1821, by the union effected, there was but one fur company in Canada—the United Hudson's Bay Company. While at times following the policy of erecting a Chinese wall around its territory, yet, by the work of its officers, and by the facilities it afforded to great explorers, the Hudson's Bay Company has done much to increase the geographical knowledge of Rupert's Land and the regions beyond.

## D.

*Bibliography of the Noted Journeys.*

## (1) LA VERANDRYE.

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- (b) Letter of Marquis de Beauharnois, 1728. Parliamentary Library at Ottawa.
- (c) *Revue Canadienne*, Vol. X. Three articles by B. Sulte, Montreal, 1873.
- (d) Paper originally published in "Moniteur," by P. Margry, found in a Report on Boundaries by the Ontario Government, 1878.

## (2) LA FRANCE (JOSEPH.)

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- (b) Report of Inquiry into Hudson's Bay, 1749.

## (3) HEARNE (SAMUEL.)

- A journey from Prince of Wales Fort to Coppermine, etc. By Samuel Hearne. 4to. London, 1795.

## (4) MACKENZIE (ALEXANDER.)

- Voyages from Montreal, etc. By Sir Alexander Mackenzie. 4to. London, 1801.

(5) *Three Great American Expeditions* :—

## I. LEWIS and CLARK.

- (a) Journal of the expedition up the Missouri and over the Rocky Mountains. By Patrick Gass. 3 vols. 8vo. London, 1803.
- (b) Voyage depuis l'embouchure, etc. 8vo. Paris, 1810.
- (c) History of the expedition, etc. By Paul Allen. 8vo. Dublin, 1817.

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## III. LONG (S. H.)

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## (6) FRANKLIN (SIR JOHN.)

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## (7) FRANKLIN and RICHARDSON.

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## (9) SIMPSON (T.)

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(b) Life and Travels of Thomas Simpson. By his brother, Alexander Simpson. 8vo. London, 1845.

## (10) RAE (JOHN.)

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## (11) RICHARDSON (SIR JOHN.)

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## (13) FLEMING (SANDFORD.)

(a) Ocean to Ocean. By G. M. Grant. 8vo. Toronto, 1873.

(b) do. do. do. (Revised edition.) 8vo. London, 1877.

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## E.

*Outlines of Famous Journeys.*

(1) PIERRE GAUTHIER DE VARENNES, SIEUR DE LA VERANDRYE, was the son of the Governor of Three Rivers, in Quebec, and was born in the year 1685. He went home to France, entered the army, fought at the battle of Malplaquet, and was severely wounded

there. He returned to Canada invalided, with his rank of lieutenant, but this was not recognized in Canada. In consequence, the young lieutenant entered the fur trade, and found at Michilimackinac and in the Upper Lakes his field of labour. He was in charge of Fort Nepigon in 1728. Here La Verandrye heard of the interior, from Ochagach, a savage, who drew a map on birch bark, which was sent to the Governor, Beauharnois. Authority was given to La Verandrye and a Jesuit missionary, Gonor, to penetrate these little known regions, where no white man had trod. The following are the main points of the exploration:—

**1731.**—Aug. 26.—La Verandrye's party left Lake Superior, by way of Pigeon River, for the interior. In the same year the explorers reached Rainy Lake and built at its foot Fort St. Pierre, whose ruins are still visible.

**1732.**—The party discovered Rainy River and entered Lake of the Woods (*Lac des Bois*, also *Minitie*), and on its south-west shore built Fort St. Charles. Here, on Massacre Island, La Verandrye's son, a priest, and a number of the party were murdered by the Sioux.

**1734.**—By descending Winnipeg River, Lake Winnipeg (*Ouinipique*, "muddy water," Ojibway) was reached, and at the mouth of the river Fort Maurepas was built.

**1735-6.**—Crossing Lake Winnipeg, and entering Red River (*Miskouesipi*, "blood-red river," Ojib.) at the mouth of the Assiniboine River, called by La Verandrye "St. Charles," was built Fort Rouge, on the site of the present city of Winnipeg.

**1738.**—At some time before this year, at Pointe des Bois, some two hundred miles up Red River, above Fort Rouge, was built a fort. In this year, also, Fort de la Reine was erected on the site of the present town of Portage la Prairie.

**1743.**—La Verandrye's sons ascended the Assiniboine, left it to explore one of the tributaries, the Souris River, called by them "Rivière de St. Pierre" by portage from its head-waters to the Missouri, and up this river to the foot of the Rocky Mountains (*Montagnes de pierre*). After this, in the same year, La Verandrye returned to Quebec.

**1743-8.**—During these years were discovered Lakes Manitoba (*Manitowaban*, "Spirit's Straits"), Winnipegosis ("Little Winnipeg"), and Dauphin, and Forts Dauphin and Bourbon were erected.

**1748.**—La Verandrye's son ascended the Saskatchewan ("Rapid River.")

**1749.**—La Verandrye was on the point of joining his sons to seek the sources of the Saskatchewan, when he died in Montreal, at the age of sixty-four. La Verandrye's sons now lost their license, and were succeeded by Legardeur de St. Pierre.

**1752.**—Fort Jonquière was built near the site of the present town of Calgary, on Bow River, near the Rocky Mountains, by direction of St. Pierre.



- 1753.**—Fort à la Corne was erected near the forks of the Saskatchewan.
- 1755.**—Before this date, Fort Poskoiaic had been erected in the same region.
- 1757.**—Before this year, Fort des Prairies was built on the Saskatchewan.

(2) JOSEPH LA FRANCE.

This adventurer was born at Michilimackinac, in 1704, a French half-breed. He had traded furs on the Upper Lakes and had visited Fort Frontenac. In 1738, La France, who was a species of free-booter, was seized by the governor and a party whom he chanced to meet on Nipissing River. Escaping from his captors, with his gun and only five charges of powder, the forest ranger reached Sault Ste. Marie—through two hundred miles of trackless wilderness. Having now lost everything, La France determined "to go to the English on Hudson Bay."

- 1740.**—He followed La Verandrye's route down Rainy Lake and River (*du Pluis*)—then through Lake of the Woods (*Lac des Bois*, also *des Iles*), reached, by way of River Winnipeg, the Lake of the same name, and on its banks joined Cris or Christinaux (Cree) Indians, and tells of a flat country full of meadows on its shores.

- 1742.**—Visited Lake Winnipegosis with the Indians. Turned now towards the bay, and passing Lakes Du Siens and Cariboux, reached Pachegoia. This is the meeting place of the Indians who go down River Nelson to York Factory. April 4, one hundred canoes having been built from the birch trees which abound at Pachegoia, the furs were shipped and La France chosen captain of the expedition, which, June 29, arrived at York Factory. La France was the first man certainly known to have followed the "watery way" through the country from Lake Superior to Hudson Bay.

[NOTL.—It is well-known that the French Huguenot traders, Groselliers and Radisson, claimed to have discovered Hudson Bay, crossing through the country from Lake Superior to Hudson Bay, before 1670, the year in which the Hudson's Bay Company was formed. There is no certainty as to their expedition !]

(3) SAMUEL HEARNE. ("The Mungo Park of Canada.")

The Hudson's Bay Company had for a hundred years clung to the coast. Their connections were with bands of Indians living in the interior, so far west as Athabasca and the Saskatchewan, who came with their furs every year to the sea coast. The North-West Company of Montreal was penetrating the country, whence their trade came, and they found it necessary to extend their explorations to the interior, and built posts at leading points. The man who took chief part in this inland enterprise was Samuel Hearne, an officer of the Hudson's Bay Company.

- 1769.**—The explorer was provided with an escort, with astronomical and other instruments, and with instruments from Moses Norton, Governor of Prince of Wales Fort. His orders were, in passing through the country, to cultivate friendly rela-

tions with the several tribes, and "to smoke your calumet of peace with their leaders, in order to establish a friendship with them." He was to seek the Coppermine River. "If," say the instructions, "the said river be likely to be of any utility, take possession of it on behalf of the Hudson's Bay Company," by cutting your name on some of the rocks, and also the date of the year, month, etc.

Nov. 6.—Hearne set out from the mouth of Churchill River, with a salute of seven guns from Prince of Wales Fort, and, Dec. 11, after continual desertions of his men, and dastardly conduct on the part of his guides, arrived at the fort, having gone inland some two hundred miles.

**1770.**—Feb. 23, Hearne began a second voyage. On this expedition he reached a point five hundred miles inland, but his chief astronomical instrument was broken by an accident, and he returned to the coast in November.

On Dec. 7 of this year, the third voyage was undertaken, but this time with no firing of cannon. Making slow progress in winter, a rendezvous was reached by the explorer and several hundred Indians, and a dash made across the barren lands, and the Coppermine River reached.

**1771.**—July 18.—At this date, Hearne reached the mouth of the Coppermine, and looked out upon the Arctic Ocean—its discoverer. His scientific knowledge was so defective that he fixed the mouth of the Coppermine at 71° N. instead of 67° 48'.

**1774.**—Hearne built Fort Cumberland on the Saskatchewan.

(4) SIR ALEXANDER MACKENZIE.

Mackenzie was a young Scotchman, who came to Canada as a boy, entered the fur trade, and became a trader among the Nor'-Westers. At this date he was in pursuit of furs at Fort Chippewyan, on Lake Athabasca. His Company being rivals of the Hudson's Bay Company, he was stimulated by Hearne's discovery.

**1789.**—June.—He started with four canoes, manned by French Canadians and Indians. At the end of July, after stirring adventures with strange Indians, and annoyances from his own party, Mackenzie reached the Arctic Sea by way of the river bearing his name.

**1791.**—Mackenzie spent this year in Great Britain, having found, on his first voyage, the necessity for greater mathematical knowledge.

**1792.**—Oct.—Mackenzie left Fort Chippewyan, and started up Peace River to cross the Rocky Mountains, and reach the Western Sea. He wintered on Peace River, trading for furs, and experiencing the warm Chinook winds coming through the Peace River pass, thought the Western Sea very near.

**1793.**—In early spring the explorer went on his way, ascending Peace River. Upon July 22, the daring traveller, after almost unimaginable hardships, reached the Pacific Ocean, and inscribed on the face of a rock: "Alexander Mackenzie, from Canada by land, 22nd July, 1793." This was the first crossing of North America, north of Mexico, by the white man.



(5) *Three Great American Expeditions.*—The American Government, during the first quarter of this century, sent out three important expeditions, all connected with the settlement of the boundary line between the newly-acquired territory of Louisiana and the British possessions. The undefined territory of Louisiana was annexed to the United States in 1803.

#### I. LEWIS AND CLARK.

The object of this expedition was to explore the Missouri country, and cross the Rocky Mountains to the Pacific Coast.

**1804.**—May 14.—Captains Lewis and Clarke, of the Army of the United States, with twenty or thirty soldiers and a dozen voyageurs, entered the mouth of the Missouri. By November, the expedition, having travelled some sixteen hundred miles, reached the country of the Mandans, who are dwellers underground, cultivate the soil, and make pottery. [A remnant still survives. They have been called the "white-bearded Sioux."] The explorers were here visited by British traders from Souris River.

**1805.**—Aug. 18.—The head waters of the Missouri, three thousand miles from the mouth, were reached. Horses were got, and after traversing for sixty miles through the mountains, a most difficult country, a navigable river, the Lewis, so called from the commander, was descended by canoes and the Columbia gained. They thus reached, on Nov. 15, the Pacific Ocean, by way of the Columbia River. Here they spent the winter in Fort Clatsop.

**1806.**—March 23.—The return journey was begun, one party ascending Clarke River. On Sept. 23, the reunited party arrived at St. Louis, fired a salute, and going on shore, received a most hearty and hospitable welcome from the "whole village."

#### II. LIEUT. ZEBULON M. PIKE.

**1805.**—Aug. 9.—Lieut. Pike, of the U. S. Army, with twenty soldiers, left St. Louis to ascend the Mississippi to find its sources. Sept. 4, Prairie du Chien was reached. Oct. 1, the party left the Falls of St. Anthony.

**1806.**—Feb. 1.—The expedition had arrived at Otter Tail, Red Cedar, Red Lake, etc. "The country," says Pike, has the appearance of "an impenetrable morass or boundless savannah." On the 13th, the latitude of the source of the Mississippi was found to be  $47^{\circ} 42' 40''$ . David Thompson, the astronomer of the North-West Company, had, in 1798, taken the same observation and made it  $47^{\circ} 38'$ . Lieut. Pike, having descended the Mississippi, arrived at St. Louis April 30.

[NOTE.—Lieut. Pike took part in the war between Canada and the United States, as Major Pike. He was, unfortunately, killed by the blowing up of a magazine at York, being struck in the breast by a heavy stone, April, 1813.]

## III. MAJOR S. H. LONG.

**1823.**—It was determined by the American Government to explore St. Peter River, and "the country situated on the northern boundary of the United States, between the Red River of Hudson's Bay and Lake Superior."

On April 30 a party, under Major Long, with W. H. Keating, geologist and historiographer, left Philadelphia, passed through the country to Ohio, and thence went to Prairie du Chien on the Mississippi.

On July 6 they arrived at St. Anthony Falls, leaving Lake Travers, which the Indians call Otter Tail, on the 26th. This lake is one of the sources of the Mississippi and of Red River. On Aug. 8, the flag of the United States was hoisted on an oak post at Pembina, on the boundary line,  $49^{\circ}$  N. On the north side of the post were letters, G. B., and on the south, U. S.

The intention of the explorers had been to follow the boundary to Lake Superior, but dense swamps rendered this impossible.

On the 9th, the expedition left Pembina to descend Red River. They reached Fort Douglas, the centre of Selkirk Colony, and site of present city of Winnipeg, on the 11th, leaving on the 17th to descend Red River. On the 19th, Red River having been left behind, and Lake Winnipeg crossed, the party arrived at the mouth of Winnipeg River. On the 25th they gained the head of Winnipeg River. They crossed on the 28th the Lake of the Woods and entered the mouth of Rainy River, gaining Fort William, on Lake Superior, by Sept. 13, thus making eight hundred and twenty miles in twenty-seven days. The party left Sault Ste. Marie, Oct. 3; descended Lakes Huron, St. Clair and Erie; entered Erie Canal, and having reached Albany, proceeded homeward. The expedition reached Philadelphia on the 26th, having accomplished this marvellous voyage in less than six months.

## (6) SIR JOHN FRANKLIN.

One of the first efforts to explore the country to the north of Rupert's Land was begun by Capt. John Franklin. He was accompanied by Dr. Richardson, surgeon of the Royal Navy, and Mr. George Back, both of whom afterwards commanded important expeditions.

**1819.**—May 23.—The party embarked in the Hudson's Bay Company ship "Prince of Wales" at Gravesend. Capt. Franklin, before leaving England, had conferred with Sir Alexander Mackenzie, the veteran explorer.

Aug. 30.—"Prince of Wales" arrived at York Factory.

**1820.**—Jan. 17.—Having come inland, the party reached Fort Cumberland, on the Saskatchewan, 690 miles from York.

On March 26, Dr. Richardson having remained at Cumberland House, Capt. Franklin and Back arrived at Fort Chippewyan, 857 miles from Cumberland. Dr. Richardson overtook the party here on July 13, and on the 18th the party left Fort Chippewyan for the Polar Sea. On Oct. 6 the party entered the winter quarters they had built, calling them "Fort Enterprise."

**1821.**—The expedition left Fort Enterprise June 14 to go to the Coppermine, and thence to the Polar Sea. They reached the mouth of the Coppermine July 18, and found it to be  $67^{\circ} 47' 50''$ , thus correcting Hearne's mistake. On the 21st, the expedition started to coast the Arctic or Polar Sea to the east; and on Aug. 16, after a journey along a very indented coast of 555 geographical miles, for  $61\frac{1}{2}^{\circ}$ , reached Cape Turnagain. From this point, the expedition started back over barren grounds. They endured much suffering, living chiefly on "tripe de roche" (*Cladonia rangiferina*), and on Labrador tea (*Ledum palustre*), eating bits of burnt leather. Fort Enterprise was reached, but was desolate. Party wintered at Moose Deer Island.

**1822.**—May 26.—They left their wintering place, where five months had been spent. On the return journey Fort Chippewyan was left behind on June 5. The party arrived at Norway House July 4. Here the greater number of the men of the expedition were sent to Montreal, with orders on the Hudson's Bay Company for their payment. On the 14th, Capt. Franklin arrived at York Factory, and was received with much kindness by Governor Simpson and Mr. McTavish, representatives of the two companies—Hudson's Bay and North-West—which had united in the preceding year.

(7) CAPTAINS JOHN FRANKLIN AND JOHN RICHARDSON. (*Second Overland Journey, 1825-7.*) This journey was undertaken by Capt. Franklin. In his party were Dr. Richardson and Lieut. Back, his former companions, and Mr. Kendall. The object of the expedition was to explore the coast of the Polar Sea.

**1825.**—July 25.—The party left Fort Chippewyan to descend the Mackenzie River. They went into winter quarters in September at the fort they had built, called "Fort Franklin," at the entrance to the Great Bear Lake.

**1826.**—July 4.—*The party divides.* The western party, under FRANKLIN, with LIEUT. BACK, left Point Separation in the "Lion" and "Release." They reached the mouth of the Mackenzie, and coasted up the western shore of the Polar Sea. Though desiring to reach the Ice Cape of Capt. Cook, in longitude  $161^{\circ}$  W., the party was not able to proceed further than "Return Reef," which it they gained on Aug. 17. On Sept. 21, they arrived at Fort Franklin.

July 4.—RICHARDSON took command of the eastern party in boats "Dolphin" and "Union." On the 10th, they arrived at mouth of Mackenzie River, and on Aug. 8, by coasting the Polar Sea, they reached the mouth of the Coppermine. Having ascended the Coppermine River, or crossed Great Bear Lake, they arrived at Fort Franklin, before Franklin, on Sept. 1.

**1827.**—April 12.—Party arrived at Fort Chippewyan. On Sept. 29, Franklin and Richardson reached London.

(8) CAPT. GEORGE BACK.

In the year 1829, the well-known navigator, Sir John Ross, had gone, by ship, to seek the North-West passage. His absence for three years caused alarm. The British

Government, City of London, Royal Geographical Society, and many private subscribers contributed to send an expedition for the rescue of the gallant captain. The command was given to Capt. Back, who had accompanied Franklin on his first and second expeditions, of 1819 and 1825.

**1833.**—The expedition left England in February. The route taken was by New York, overland to Montreal, thence by voyageur's route up the Ottawa and the Upper Lakes, from Fort William to Lake Winnipeg, Norway House. Here another start was made up the Saskatchewan, to Portage La Loche, and the journey continued northward. On July 29, Fort Chippewyan, on Lake Athabasca, was reached. Here the real work of exploration began. The Indians discouraged the party greatly by their dismal account of the route.

Aug. 11, Back, with five men in his canoe, started for the Arctic Sea. He was followed by A. R. McLeod, an enterprising officer of the Hudson's Bay Company, with his men. The route was by way of the Great Fish River, going out of the eastern extremity of the Great Stone Lake.

**1834.**—The party spent this winter of 1833-4 in buildings they had erected, called "Fort Reliance." After many adventures, the estuary of the Fish or Back River was reached about latitude 68° N.

**1835.**—March 21.—Capt. Back began his return voyage and passed by way of Chippewyan homewards, reaching Norway House, June 24. He had, while in the far north, received letters telling him that Sir John Ross had returned safely in 1833 to Great Britain, having been rescued by the crew of a whaler.

(9) THOMAS SIMPSON. (*Simpson and Dease's Explorations.*)

This expedition was undertaken by the Hudson's Bay Company, for the purpose of discovering the north-east coast of America. Dease was the senior officer, and had accompanied Franklin, though Thomas Simpson, a relative of Sir George Simpson, has received most notice.

**1837.**—On June 1, Simpson and Dease's party carried in two seaboats, named "Castor" and "Pollux," and a bateau called "Goliath," left Fort Chippewyan to descend the Mackenzie River. On July 6, the Arctic Ocean burst on the view of the expedition, and was saluted with joyous cheers. As they journeyed coasting the ocean, Return Reef was reached on the 23rd, and the party arrived at Boat Extreme on the 30th. On foot from Boat Extreme, Point Barron was visited Aug. 3, the western point which their instructions covered. They saw this point with emotion, 21° west of the mouth of Mackenzie River. On the 17th, they reëntered the mouth of the Mackenzie. By ascending the Mackenzie, and traversing Great Bear Lake, their winter quarters were gained Sept. 25. These they called "Fort Confidence."

**1838.**—June 6.—They started for Coppermine River, reaching its mouth July 2. On the 17th, they made a second sea voyage—now eastward from 115° W. On Aug. 25, they discovered new land, erected a stone pillar and unfurled the Union Jack

in the name of Great Britain. On Sept. 3, they reëntered Coppermine River. On the 14th, they arrived at Fort Confidence for winter.

**1839.**—June 15.—Descended the Coppermine, and in eighteen days emerged from its mouth. Aug. 20, reached furthest point east, Cape Britannia, 94° W., having been within one hundred miles of the Magnetic Pole, on Boothia Felix. Simpson and Dease explored the Arctic Coast for 40°—a marvellous result. On Sept. 24, they arrived at Fort Confidence again.

**1840.**—Feb. 2.—The party reached Fort Garry. June 30, Simpson desired to return to Arctic Sea, but, no instructions coming, started home, and on the 13th or 14th, was killed on prairies of Minnesota, either by half-breeds or by suicide. Body taken back to Red River settlement, and buried in St. John's Cemetery, Winnipeg.

(10) JOHN RAE, M.D.

This expedition was to follow up the discoverers of Simpson and Dease, but by exploring the coast of Hudson Bay and reaching, if possible, the Cape Britannia of the aforesaid explorers.

**1846.**—June 13.—Dr. Rae, with ten men, started in two boats, the "North Pole" and "Magnet," from York Factory.

July 5, party left Fort Churchill. On Sept. 2, expedition wintered in house they had built, which was called "Fort Hope." This was on Repulse Bay.

**1847.**—April 19.—Reached Lord Mayor Bay, on the north side of Rae Isthmus, and on Gulf of Boothia, and erected a monument. In May they reached Fort Hope, and again sallied forth to coast the west shore of Melville Peninsula. A point was reached within ten miles of the Straits of Fury and Hecla. June 9, arrived at Fort Hope again. Aug. 12, Fort Hope left for return to York Factory. Sept. 6, party arrived at York Factory.

(11) SIR JOHN RICHARDSON. (*Overland Search for Sir John Franklin.*)

In 1845, Sir John Franklin, in the ships "Erebus" and "Terror," with a party of 130, had sailed away to seek the North-West passage. Two of the expeditions to search for the lost navigator were overland, or along the coast of Rupert's Land.

**1848.**—March 25.—Dr. Richardson, accompanied by Dr. Rae, left England. Not less than 180 tons of pemmican, made from beef in England, was shipped to Rupert's Land, by way of Hudson Bay, for the use of the expedition. The expedition proceeded by New York, Montreal, the Ottawa Canal route, the Upper Lakes, River and Lake Winnipeg, etc. July 11, Fort Chippewyan was reached. By Aug. 3, the mouth of the Mackenzie River, on the Arctic Sea, was gained.

During the autumn of this year, the party was not able to reach the mouth of the Coppermine, along the coast. Having gained Mack's Inlet, the expedition made across the country for Coppermine River, reached it, and, ascending it, came to the house already erected, to which the name "Fort Confidence" had been given.



**1849.**—In the summer of this year, Dr. Rae descended the Coppermine, but found no traces of Franklin on the Arctic Coast. On Nov. 6, Dr. Richardson arrived in England.

[NOTE.—*The Successful Search for Sir John Franklin* was accomplished by two explorers.

(1) On Aug. 15, 1853, Dr. Rae reached his old quarters, at Repulse Bay. March 31, 1854, he went on a spring journey. April 17, arrived at Pelly Bay. This bay lies to the west of Simpson peninsula. Here he got from the Eskimos the story that, in 1850, forty white men had proceeded south, and that, afterwards, their corpses had been found on the shore. He obtained from the Eskimo, telescopes, guns, watches, compasses, silver spoons and forks, with crests engraved, silver-headed walking stick, engraven with "Sir John Franklin, K.C.B.," Sir John's Hanoverian Order of Knighthood. Dr. Rae purchased a number of these. They had been obtained by the Eskimo by trade from the south. Dr. Rae arrived in England, claimed the reward, and obtained a portion of it. (2) The Final Settlement of the Question of Sir John's fate took place in 1859. Capt. McClintock, found a record left by the party, at Point Victory to the north-west of King William's Island. Sir John Franklin had died June 11, 1847. The ships, the "Terror" and "Erebus" were deserted April 22, 1848, having been beset since 1846.]

(12) VISCOUNT MILTON AND DR. CHEADLE.

This journey is usually called "The North-West Passage by Land." The book by Milton and Cheadle is charming in style.

**1862.**—July 18.—The explorers reached the Hudson's Bay Company port, Georgetown, in Minnesota, some 200 miles of the boundary, a memorial of the Company's original claim. From Georgetown, the party took canoes and descended Red River to Fort Garry. Aug. 23, much interested in the Red River settlement, they went west, over the prairies, with a brigade of carts. This was the typical mode of prairie travel. Sept. 26, the travellers determined to winter 550 miles north-west of Fort Garry. They built a winter camp, which they called "La Belle Prairie."

**1863.**—April 3.—The party left camp to proceed westward. Forts Pitt and Edmonton were passed. June 29, Jasper House was gained in the foothills of the Rocky Mountains. The party passed on through the Yellow Head (*Tête Jaune*) Pass. July 18, the explorers here ferried across the head-waters of Fraser River, near Tête Jaune Cache. Passing southward, Thompson River was reached. The road was here lost, and hardships, almost incredible, were endured, after which they arrived at Kamloops on the Thompson. After resting, the journey was resumed, the Fraser was reached, and Yale, and New Westminster and Victoria visited. Again ascending the Fraser, far up its course, the mines at Cariboo were explored. On Dec. 24, the party left Victoria, B.C., for Britain.

(13) SANDFORD FLEMING.

This journey belongs to the period of Confederation, rather than to that of Rupert's Land, and yet, in 1872, when it took place, Rupert's Land had hardly changed in any

respect. Principal Grant, as secretary of the expedition, well describes its progress. It differed in route from that of Milton and Cheadle, only in that it was conducted from "ocean to ocean" through Canadian Territory.

It may be said really to have begun at the mouth of the Kaministiquia, on Lake Superior. It followed the old canoe route by Rainy Lake and River, but left Lake of the Woods, not by Winnipeg River, but at the North-West angle, and thence proceeded to Fort Garry by the Dawson Road. The writer met the party at Fort Garry early in August, 1872.

The route from Fort Garry westward was that of Milton and Cheadle. On their returns journey the party left Esquimalt, in Vancouver Island, Oct. 14, to travel by way of the Pacific Coast steamer and Union Pacific Railway. This journey may be looked upon as the precursor of our Canadian Pacific Railway, though a more southerly route, and another pass has been followed by that great national line.

#### F.

##### *Results Achieved.*

1. La Verandrye and his immediate successors discovered and explored all the great rivers of the fertile portion of the Canadian Northwest.
2. La France first led the way from Lake Superior to Hudson Bay.
3. Hearne discovered the Coppermine River, the Arctic Sea, and was the Hudson's Bay Company's pathfinder to the interior.
4. Mackenzie discovered Mackenzie River, the Arctic Sea, and first crossed the Rocky Mountains to the Pacific Ocean, north of Mexico.
5. Pike discovered the sources of the Mississippi. Lewis and Clark gave ground for claims of country on Columbia River by the United States, explored the Missouri, and discovered rivers on the Pacific slope. Long established the boundary of 49° N., and made a remarkably rapid journey.
6. Franklin, Richardson, Back, Simpson, Dease and Rae may be said to have explored, outlined and named the whole coast of the Arctic ocean from Point Barron to Hudson Bay. Their names are all attached to rivers, straits or capes discovered by them. Their voyages are marvels of endurance and skill. Richardson and Rae were celebrated for their search for Franklin.
7. Milton and Cheadle accomplished their voyage with great tact, and their delightful book has been the *thesaurus* from which many of their successors have drawn.
8. Mr. Sandford Fleming's journey was the preliminary exploration for the Canadian Pacific Railway.

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